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5X1X	Between 10:30 a.m. and The weather was hazy.					
5X1C X1X	previously parked east arranged in three groujet bombers circled the hangars. At 3:30 p.m., its landing, a truck per plane took off again a 2,000 meters. Two Pe-28 March, four take-off and 3 landings were made on the three jet bombe of 12 March. Between 1 hangars. Three jet bom 71 was observed on the	ps. Between the field. In a jet bombe ticked up a b and circled o s were obser s and three de by Po-2s. rs stationed 1:30 and noo bers circled	10:30 a.m. and the afternoon, r took off and ox-like device ver the field ved landing. I landings were It appeared t at the field, n on 13 larch, the field. At	1 12:30 p.m. on 26 Pe-2s were 1 circled once 2 from the plan for some time between 7:30 an made by jet be chat the crows 3 There was no 28 Pe-2s were 3 2 p.m. on 15	of March, indiction of March, indiction over the field as a latitude at an altitude at an altitude of Pe-2s were flying on the counted in fix march, the blue Trucks	ividual of the d. After ly, the e of on ke-offs training mornay() ront of the
2.	Detween 11 and 15 Marc 2 type-27 jet bombers west of the hangars at two jet bombers with t 13 and 14 March, air a with the red numbers 0 their landings were no plane with the number 16 or 17 Pe-2s were ob parked farther north w with nose wheels, 3 ty the field. On the morn by jet bombers, includ type-30 plane with the of two, while three tw 19 March, pilots who w	with the red the field. he red number ctivity was 2 and 30. The tobserved at served in the here they we pe-27 jet borings and afting two type red number in-engine old	numbers 22 ar On 11 March, in rs O2 and 30. again performations the same dather field. Because two planes on the field. Because the field of the fie	ad 38 were obsindividual take There was no individual take There was no ind by jet bombes again took of any, it was observeen 5 and 6 bion of the field by trees. The type-30 plane wheels and 19 har the red numbers practices wheels circle	erved in front e-offs were madelying on 12 Mars, including for 15 March erved that a typen, on 17 March eld. Other Pe- ere also state the there was sors 22 and 30 and flying in feat the field.	and de by arch. On two , but ype-27 rch, 2s were c planes ioned at flying and one ormations On
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5X1X	bombers. When landing, they sometimes touched ground with a bump. Type-27 plane No 22 was the only plane with a dark green belly turret behind of the nose wheel. A special vehicle, which was in operation during air activity, had a plexiglass sliding roof which was open in good weather. Three officers with headphones were observed in the vehicle. Crates which could contain power plants were in front of the hangars. An increased number of double sentries with field glasses were on duty on the roads leading to the field. Between 7:30 and 10 a.m. on 11 March, source observed the field from its southern edge which was unguarded. The weather was fair but became hazy. About 8:00 a.m., local flying was in progress by three jet bombers, including 2 type-27 plane with the red No 21 and one type-30 plane with the red No 27. The planes reached an altitude of about 2,000 meters. Their take-off time was from 22 to 34 seconds. A taxiway extended from the hangars to the eastern end of the runway. The grass in the southern section of the field had been burnt. Source observed for the first time that there was an unoccupied sentry box on the southern edge of the field east of the athletic field. *									
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